

OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312
Columbus, Ohio 43215
(614) 466-0880

CB 323

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME Village of Arlington Heights
STREET Erkenbrecker and Elliot Avenue
P.O. Box 15116
CITY/ZIP Arlington Heights, Ohio 45215

PROJECT NAME CLARK ST./SOUTH MILL ST. REHABILITATION
PROJECT TYPE ROADWAY REHABILITATION
TOTAL COST 114,419.00

DISTRICT NUMBER 2
COUNTY Hamilton

PROJECT LOCATION ZIP CODE 45215

90 SEP 14 P 3: 07

OFFICE OF THE
COUNTY ENGINEER

DISTRICT FUNDING RECOMMENDATION

To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: \$ 102,977.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation

☒ Grant
☐ Loan
☐ Loan Assistance

☐ **State Issue 2 Small Government Fund**

☐ **State Issue 2 Emergency Funds**

☐ **Local Transportation Improvement Fund**

FOR OPWC USE ONLY

OPWC PROJECT NUMBER:

OWC FUNDING AMOUNT: \$

1.0 APPLICANT INFORMATION

1.1 CHIEF EXECUTIVE

OFFICER James W. Overstreet
TITLE Mayor
STREET Village of Arlington Hts.
Erkenbrecker & Elliot Avenue
CITY/ZIP Arlington Heights, Ohio 45215
PHONE (513) 761-5698
FAX ()

1.2 CHIEF FINANCIAL

OFFICER Iva Dean Fields
TITLE Clerk-Treasurer
STREET Village of Arlington Hts.
Erkenbrecker and Elliot Avenue
CITY/ZIP Arlington Heights, Ohio 45215
PHONE (513) 761-6619
FAX ()

1.3 PROJECT MANAGER

Phil Hogan
TITLE Service Director
STREET Village of Arlington Hts.
Erkenbrecker and Elliot Avenue
CITY/ZIP Arlington Heights, Ohio 45215
PHONE (513) 761-6619
FAX ()

1.4 PROJECT CONTACT

Don Shvegza
TITLE Village Engineer
STREET CDS Associates, Inc.
11120 Kenwood Road
CITY/ZIP Cincinnati, Ohio 45242
PHONE (513) 791-1700
FAX (513) 791-1936

1.5 DISTRICT LIAISON

William Brayshaw, P.E., P.S.
TITLE Chief Deputy Engineer
STREET Hamilton County Engineer's Office
223 West Galbraith Road
CITY/ZIP Cincinnati, Ohio 45215
PHONE (513) 761-7400
FAX (513) 761-9127

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** CLARK STREET/SOUTH MILL STREET REHABILITATION

2.2 **BRIEF DESCRIPTION - (Sections A through D):**

A. SPECIFIC LOCATION:

0.25 miles west of U.S. 42, 0.30 miles east of southbound I-75, and 0.35 miles north of Galbraith Road in the Village of Arlington Heights. In the central portion of Hamilton County (see attached location map).

B. PROJECT COMPONENTS:

1. Grinding of existing asphalt to 1" below original profile, 6" \pm .
2. Make base and subgrade repairs as necessary.
3. Replace deteriorating curb.
4. Repair existing catch basins, and add new catch basins and storm sewer to flood-prone areas on side streets, which have drainage areas tributary to Clark St./South Mill Street.
5. Paving fabric with 1-1/2" 404 overlay.
6. Concrete walk removal and replacement.
7. New pavement markings.

C. PHYSICAL DIMENSIONS/CHARACTERISTICS:

Two (2) thru-lanes - one (1) parking lane - for total width of 37' back of curb to back of curb, for 1,250 LF.

D. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

The Clark Street/South Mill Street corridor operates as a collector for the communities of Lincoln Heights, Lockland, Arlington Heights, and Reading. The 1990 ADT for this corridor is 3,680 (based on 1/2% per year growth and actual 24-hour count in 1988). Destination studies to determine a percentage breakdown of the ADT have not been done. The proposed improvements will maintain the existing physical dimensions of the roadway and are needed to correct existing deficiencies and allow it to operate as an efficient urban collector.

2.3 **REQUIRE SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

| | | |
|----|------------------------------|------------------|
| a) | Project Engineering Costs: | |
| 1. | Preliminary Engineering | \$ N/A |
| 2. | Final Design | \$ N/A |
| 3. | Construction Supervision | \$ N/A |
| b) | Acquisition Expenses | \$ N/A |
| 1. | Land | \$ N/A |
| 2. | Right-of-Way | \$ N/A |
| c) | Construction Costs | \$104,017 |
| d) | Equipment Costs | \$ N/A |
| e) | Other Direct Expenses | \$ N/A |
| f) | Contingencies | \$ 10,402 |
| g) | TOTAL ESTIMATED COSTS | \$114,419 |

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent):

| | Dollars | % |
|----|----------------------------------|----------------------|
| a) | Local In-Kind Contributions* | \$ - 0 - |
| b) | Local Public Revenues | \$ - 0 - |
| c) | Local Private Revenues | \$ - 0 - |
| d) | Other Public Revenues | |
| 1. | ODOT | \$ - 0 - |
| 2. | FMHA | \$ - 0 - |
| 3. | OEPA | \$ - 0 - |
| 4. | OWDA | \$ - 0 - |
| 5. | CDBG | \$ - 0 - |
| 6. | Other Municipal Rd. Funds | \$ 11,442 10 |
| e) | OPWC Funds | |
| 1. | Grant | \$102,977 90 |
| 2. | Loan | \$ - 0 - |
| 3. | Loan Assistance | \$ - 0 - |
| f) | TOTAL FINANCIAL RESOURCES | \$114,419 100 |

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes.

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS

N/A

Definitions:

Cost -

Total Cost of the Prepaid Item.

Cost Item -

Non-construction costs, including preliminary engineer, final design, acquisition expenses (land or right-of-way).

Prepaid -

Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executive Project Agreement from OPWC.

Resource Category -

Source of funds (see section 3.2).

Verification -

Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

IMPORTANT: Verification of all prepaid items shall be attached to this project application.

| | <u>COST ITEM</u> | <u>RESOURCE CATEGORY</u> | <u>COST</u> |
|------------------------|------------------|--------------------------|-------------|
| 1) | _____ | _____ | \$ _____ |
| 2) | _____ | _____ | \$ _____ |
| 3) | _____ | _____ | \$ _____ |
| TOTAL OF PREPAID ITEMS | | | \$ _____ |

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by S12 funds:

| | | |
|---|-----------|---------|
| TOTAL PORTION OF PROJECT/REPLACEMENT | \$114,419 | 100 % |
| State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%) | \$102,977 | 90 % |
| TOTAL PORTION OF PROJECT NEW/EXPANSION | \$ _____ | _____ % |
| State Issue 2 Funds for New/Expansion (Not to Exceed 50%) | \$ _____ | _____ % |

4.0 PROJECT SCHEDULE

| | ESTIMATED START DATE | ESTIMATED COMPLETE DATE |
|------------------|-------------------------|----------------------------|
| 4.1 ENGR. DESIGN | 2/ 21/ 91 | 4/ 24/ 91 |
| 4.2 BID PROCESS | 4/ 30/ 91 | 5/ 21/ 91 |
| 4.3 CONSTRUCTION | 5/ 29/ 91 | 8/ 31/ 91 |

* Assuming notification by January 31.

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c)) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

James W. Overstreet, Mayor James W. Overstreet, Mayor
Certifying Representative (Type Name and Title)

James W. Overstreet, Mayor 9/12/90
Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

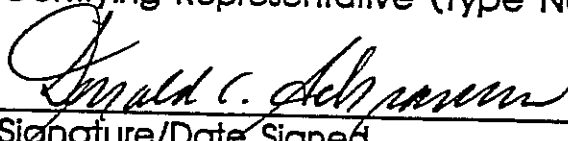
- | | | |
|-------------------------------------|------------|--|
| <input checked="" type="checkbox"/> | _____ | A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code. |
| <input checked="" type="checkbox"/> | _____ | A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> . |
| <input checked="" type="checkbox"/> | _____ | A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> . |
| <input checked="" type="checkbox"/> | _____ | A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts. |
| <input checked="" type="checkbox"/> | YES N/A | A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district). |
| <input checked="" type="checkbox"/> | YES N/A | Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application. |

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

DONALD C. SCHRAMM, CHAIRMAN DISTRICT #2 INTEGRATING COMMITTEE
Certifying Representative (Type Name and Title)

 11/2/90
Signature/Date Signed

VILLAGE OF ARLINGTON HEIGHTS
OVERALL 5-YEAR CAPITAL IMPROVEMENT PLAN

| YEAR | PROJECT NAME | FUNDING SOURCE | | | | PROJECT TOTAL |
|------------|--|----------------|--------|--------|----|---------------|
| | | OTHER | LOCAL | MRF | CD | ISSUE 2 |
| 1991 | Clark St./South Mill St. Rehabilitation | | | 11,442 | | 102,977 |
| | Replacement of Original 4" Watermain Valves | | 10,500 | | | |
| | Replacement of 4" Watermain Under Galbraith Road | | 16,000 | | | |
| YEAR TOTAL | | | 26,500 | 11,442 | | 102,977 |
| 1992 | Orchard Ave./Station Ave. Rehabilitation | | 37,500 | | | |
| | Glenrose Ave. at Station Ave. Storm Sewer Replacement | | 11,540 | | | 36,360 |
| YEAR TOTAL | | | 49,040 | | | 36,360 |
| 1993 | Galbraith Road Bridge 6" Watermain Rehabilitation | | 2,120 | | | 4,980 |
| | Maple Avenue Rehabilitation Station to West Terminus | | 40,000 | | | |
| | Olden Ave. Curb Replacement | | 6,500 | | | |
| YEAR TOTAL | | | 48,620 | | | 4,980 |

VILLAGE OF ARLINGTON HEIGHTS
OVERALL 5-YEAR CAPITAL IMPROVEMENT PLAN

| YEAR | PROJECT NAME | FUNDING SOURCE | | | | PROJECT TOTAL |
|------------|--|----------------|--------|-----|--------|---------------|
| | | OTHER | LOCAL | MRF | CD | |
| 1994 | Blanche Ave. Storm Sewer Replacement | | 6,200 | | | 27,800 |
| | Maple Ave. Storm Sewer Replacement at Arlington Heights School | | 10,000 | | | 10,000 |
| | Town Hall Parking Lot Rehabilitation | | 6,300 | | | 6,300 |
| YEAR TOTAL | | | 22,500 | | 21,600 | 44,100 |
| 1995 | Olden Ave./Dexter Ave. Rehabilitation | | 4,050 | | | 19,800 |
| | Erckenbrecker Ave./Arlington Ave. Storm Sewer Replacement | | 16,500 | | | 16,500 |
| | Maple Ave., West of Station Rehabilitation | | 13,500 | | | 13,500 |
| YEAR TOTAL | | | 34,050 | | 15,750 | 56,100 |

PROPOSED 5 YEAR CAPITAL IMPROVEMENT PROGRAM

ISSUE 2 FUNDS ONLY

FORM 1.1

69

VILLAGE OF ARLINGTON HEIGHTS

NAME OF JURISDICTION/AGENCY

IDENTIFICATION CODE

AHT

(See attachment 5)

TYPE PROJECT
1. BRIDGE
F.O.-FUNCTIONALLY OBSOLETE
S.D.-STRUCTURALLY DEFICIENT
2. ROADWAY
3. STORM WATER
4. WASTE WATER
5. WATER SUPPLY
6. SOLID WASTE DISPOSAL
7. FLOOD CONTROL

TYPE PROJECT

(SUFFIX)

A - REHABILITATION
B - REPLACEMENT
C - BETTERMENT

| PROJ. PRIORITY NO. (FOR STAFF USE) | PROJECT NAME | TYPE PROJ | PROJECT LOCATION, LIMITS OR BRIDGE NO. | CURRENT CONDITION IF FOR BRIDGES USE F.O. OR S.D) | DAILY USERS DAILY TRAFFIC X 1.2) | TOTAL PROJECT COST INCLUDING P.E. AND R/W | ESTIMATED CONST. COST | IS CONST. FUNDED IN OVERALL 5 YEAR CAPITAL IMPROVEMENT | CAN PROJ. AMOUNT OF BE BID EARLIER WITH ISSUE 2 FUNDS NEEDED AS % OF |
|--|--|--------------|---|--|--|--|--------------------------|---|--|
| FUNDING YEAR 1991 | CLARK ST./S. MILL ST. REHABILITATION | 2A | E. CORP. LINE APPROX. 1250' TO CONRAIL CROSSING | POOR | 4732 | 129,359 | 114,419 | Yes | Yes 90 |
| FUNDING YEAR 1992 | GLENROSE AVE. AT STATION AVE. STORMSEWER REPLACEMENT | 3B | 70' NE OF STATION AVE ON GLENROSE TO 150' SW OF ORCHARD | POOR | 500 | 47,900 | 40,400 | Yes | Yes 90 |
| FUNDING YEAR 1993 | GALBRAITH RD. BRIDGE 6" WATERMAIN REHAB. | 5A | GALBRAITH RD. 350' EAST OF WALDMANN DRIVE | POOR | 1082 | 6,800 | 5,200 | Yes | Yes 90 |
| FUNDING YEAR 1994 | BLANCHE AVENUE STORM SEWER REPLACEMENT | 3B | INTERSECTIONS OF BLANCHE & OLDEN & ERKENBRECKER | POOR | 1200 | 27,800 | 24,000 | Yes | Yes 90 |
| FUNDING YEAR 1995 | OLDEN AVENUE/DEXTER AVE. | 2A | ENTIRE LENGTHS OF EACH STREET | POOR | 2000 | 19,800 | 17,500 | Yes | Yes 90 |

VILLAGE OF ARLINGTON HEIGHTS

MAINTENANCE OF LOCAL EFFORT

| YEAR | PROJECT NAME | FUNDING SOURCE | | | | PROJECT TOTAL |
|-------|--|----------------|--------|--------|--------|---------------|
| | | OTHER | LOCAL | MRF | CD | |
| 1988 | 1988 Street Program | | | 24,500 | | 24,500 |
| | 1988 Water Distribution System Upgrade | | 11,300 | | | 11,300 |
| TOTAL | | | 11,300 | 24,500 | | 35,800 |
| 1989 | 1989 Street Program | | | 36,400 | | 36,400 |
| | 1989 Water Distribution System Upgrade | | 14,000 | | | 14,000 |
| | Town Hall Handicap Access Project (Elevator Installation and Building Expansion) | | 20,000 | | 75,000 | 95,000 |
| TOTAL | | | 34,000 | 36,400 | 75,000 | 145,400 |
| 1990 | Transmission Watermain Reducing Valve Installation | | 4,469 | | 17,721 | 22,190 |
| | Waldmann Drive Rehabilitation | 49,000 | 5,000 | | | 54,000 |
| | Orchard St. Resurfacing | | 2,000 | | | 2,000 |
| TOTAL | | 49,000 | 11,469 | | 17,721 | 78,190 |

CDS ASSOCIATES, INC.

PRELIMINARY OPINION OF CONSTRUCTION COST

PROJECT: CLARK STREET/SOUTH MILL STREET
PROJECT # 89011DATE: September 10, 1990

| SPEC NO. | ITEM | ESTIMATED QUANTITY | UNIT OF MEASURE | UNIT COST TOTAL | ITEM COST |
|----------|--|--------------------|-----------------|-----------------|--------------|
| 254 | Wearing Course Removed | 5,606 | S.Y. | \$ 5.00 | \$ 28,030.00 |
| 253 | Pavement Repair (Full-Depth) | 260 | S.Y. | \$ 45.00 | \$ 11,700.00 |
| 609 | Concrete Curb Removal and Replacement | 250 | L.F. | \$ 15.00 | \$ 3,750.00 |
| 403 | 1/2" Asphalt Concrete Scratch Course | 77 | C.Y. | \$ 80.00 | \$ 6,160.00 |
| SPL | Paving Fabric (Full-Width) | 5,606 | S.Y. | \$ 1.75 | \$ 9,810.50 |
| 404 | 1-1/2" Asphalt Concrete | 235 | C.Y. | \$ 70.00 | \$ 16,450.00 |
| 608 | Concrete Walk Removal & Replacement | 515 | S.F. | \$ 2.75 | \$ 1,416.25 |
| 604 | Catch Basins Adjusted to Grade | 12 | Each | \$ 300.00 | \$ 3,600.00 |
| 604 | Type-3 Manholes | 1 | Each | \$ 1,500.00 | \$ 1,500.00 |
| 603 | 12" Conduit, Type B (Including Sidewalk and Driveway Apron Restoration) | 445 | L.F. | \$ 40.00 | \$ 17,800.00 |
| 604 | CB-3 CatchBasin | 1 | Each | \$ 1,500.00 | \$ 1,500.00 |
| 604 | Sanitary Manhole Adjusted to Grade (with 1-1/2" Rings) Shim Rings Supplied by M.S.D. | 4 | Each | \$ 75.00 | \$ 300.00 |
| 621 | Pavement Markings | L.S. | | \$ 1,000.00 | \$ 1,000.00 |

Clark Street/South Mill Street
Rehabilitation
Project # 89011

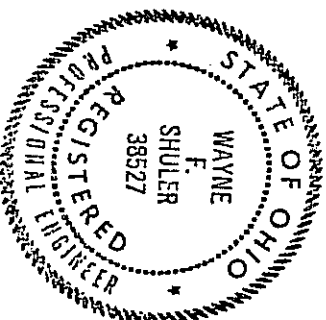
Page Two
September 10, 1990

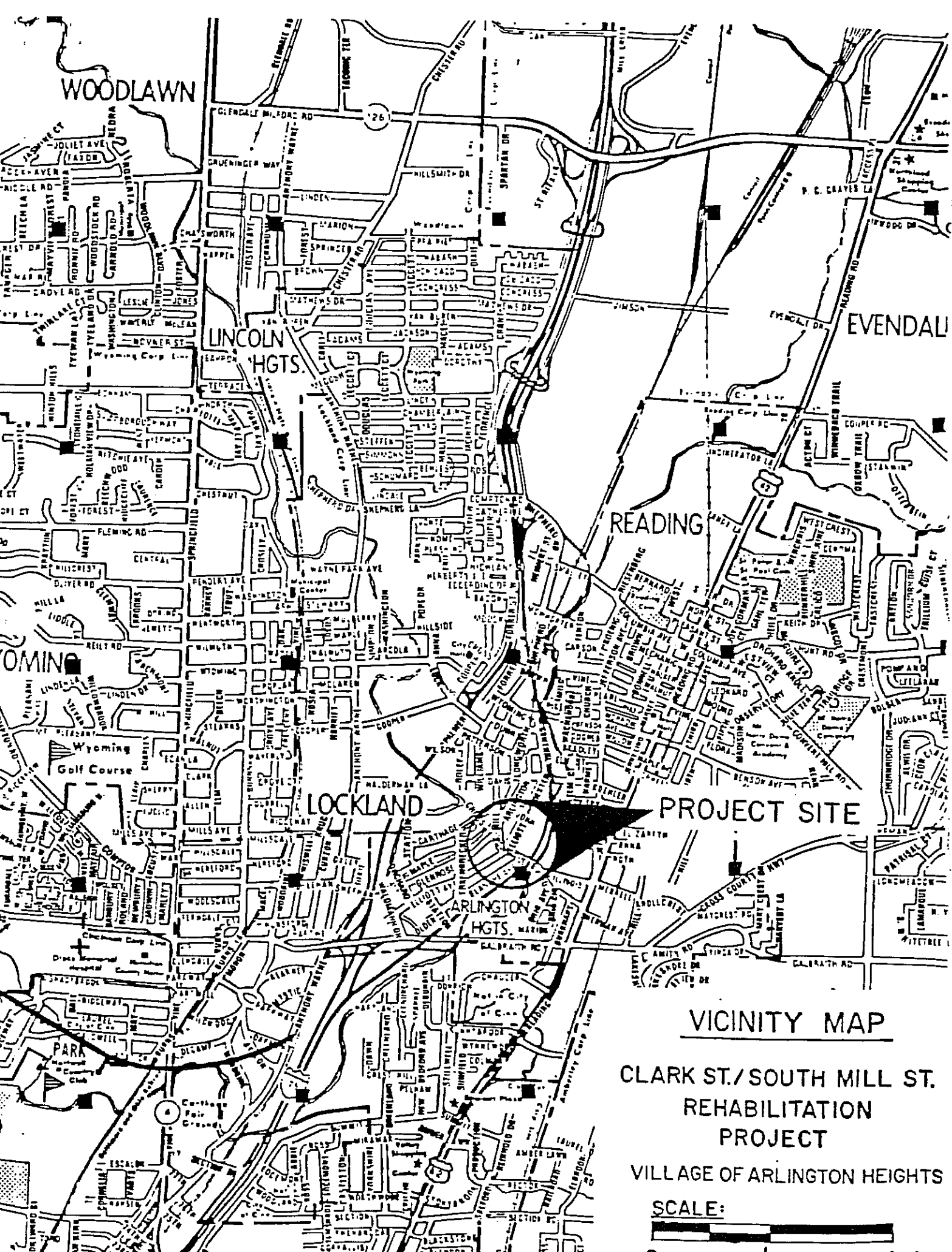
| SPEC NO. | ITEM | ESTIMATED QUANTITY | UNIT OF MEASURE | UNIT COST TOTAL | ITEM COST |
|---------------|---------------------|--------------------|-----------------|-----------------|--------------|
| 614 | Maintaining Traffic | L.S. | | \$1,000.00 | \$ 1,000.00 |
| Contingencies | | | | | |
| | | | | | \$ 10,401.60 |
| | | | | TOTAL | \$114,418.40 |

Upon completion of detailed plans and satisfactory completion of the work, the useful life of the Clark Street/South Mill Street Road Resurfacing and Rehabilitation Project will be 10 years for the roadway surface, 20 years for curb, and 50 years for storm sewers.

The above opinion of construction cost is subject to adjustment upon completion of detailed plans and receipt of bids by Qualified Contractors.

Wayne F. Shuler
Wayne F. Shuler, P.E., P.S.





VICINITY MAP

CLARK ST./SOUTH MILL ST.
REHABILITATION
PROJECT

VILLAGE OF ARLINGTON HEIGHTS

SCALE:



SUPPORTING INFORMATION

Resulting Employment Opportunities

- A. Temporary Employment: It is anticipated that 10 to 15 temporary construction jobs will be created as a result of this project.
- B. Full-Time Employment: It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

ORDINANCE NO. 35 -1990

AN ORDINANCE NAMING JAMES W. OVERSTREET, MUNICIPAL MAYOR, AS CHIEF EXECUTIVE OFFICER FOR THE VILLAGE OF ARLINGTON HEIGHTS AND AUTHORIZING HIM TO EXECUTE APPLICATION TO THE DPWIC AND EXECUTE A PROJECT AGREEMENT WITH OPWC.

WHEREAS, James W. Overstreet, is the Chief Executive and Administrative Officer of the Village of Arlington Heights; and

WHEREAS, submission of applications to the District Public Works Integrating Commission and execution of Project Agreements with the Ohio Public Works Commission requires specific legislation authorizing a designated official to act on behalf of the Village of Arlington Heights;

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Arlington Heights, State of Ohio:

SECTION 1. That James W. Overstreet is hereby designated as Chief Executive Officer for the political subdivision of Arlington Heights, Ohio, for a term concurrent with his appointment as Municipal Mayor of the Village of Arlington Heights for purposes of submitting applications to the District Public Works Integrating Committee (DPWIC).

SECTION 2. That James W. Overstreet is hereby authorized to submit the attached application for Issue 2 Infrastructure Funds to the DPWIC and any and all other applications for additional funds to DPWIC.

SECTION 3. That James W. Overstreet is hereby authorized and directed to execute a project agreement with the Ohio Public Works Commission for the Cromwell/Andover Program.

SECTION 4. That this Ordinance shall take effect and be in force from and after the earliest period allowed by law.



engineers
architects
planners

September 14, 1990

Mr. Donald Schramm, P.E.
Chairman, District 2 Committee
Ohio Issue 2 Funding
Court House Annex - Room 700
138 East Court Street
Cincinnati, Ohio 45202

RE: 1991 Issue 2 Funding Application
Clark Street/South Mill Street
Rehabilitation Project
Arlington Heights
90011-04
CERTIFICATION OF LOCAL FUNDING

Dear Mr. Schramm:

The Village of Arlington Heights has applied for Municipal Road Funds to pay for the local share (10% of estimated construction cost) of the Clark Street/South Mill Street Rehabilitation Project.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script, appearing to read "Don Shvegza".

Don Shvegza
Village Engineer

cc: James W. Overstreet, Mayor
Phil Hogan, Service Director

DGS:key
DGS-LTR

ASPHALT PAVEMENT RATING FORM

STREET OR ROUTE CLARK/S. MILL STREET CITY OR COUNTY ARLINGTON HTS.

LENGTH OF PROJECT 1,250 L.F. WIDTH 37' B/B

PAVEMENT TYPE ASPHALT/GRANULAR & CONCRETE BASE DATE 8/24/90

RATED BY: Don Shvegza, CDS Associates, Inc.
(Note: A rating of "0" indicates defect does not occur)

DEFECTS

RATING

| | | |
|--|------|----------|
| Transverse Cracks..... | 0-5 | <u>5</u> |
| Longitudinal Cracks..... | 0-5 | <u>5</u> |
| Alligator Cracks | 0-10 | <u>8</u> |
| Shrinkage Cracks | 0-5 | <u>3</u> |
| Rutting | 0-10 | <u>6</u> |
| Corrugations | 0-5 | <u>2</u> |
| Raveling | 0-5 | <u>4</u> |
| Shoving or Pushing | 0-10 | <u>0</u> |
| Pot Holes | 0-10 | <u>7</u> |
| Excess Asphalt | 0-10 | <u>0</u> |
| Polished Aggregate | 0-5 | <u>4</u> |
| Deficient Drainage | 0-10 | <u>9</u> |
| Overall Riding Quality (0 is excellent; 10 is very poor)..... | 0-10 | <u>8</u> |

Sum of Defects 61

Condition Rating = 100 - Sum of Defects
= 100 - 61

Condition Rating =

39

A Guide for the Estimation of Pavement Condition Rating and Priority for Flexible Pavements*

| | |
|--------|---|
| 0-20 | Pavement is in poor to very poor condition with extensive severe cracking, alligatoring and channeling. Ridability is poor and the surface is very rough and uneven. |
| 20-30 | Pavement is in poor condition with moderate alligatoring and extensive severe cracking and channeling. Ridability is poor and the surface is very rough and uneven. |
| 30-40 | Pavement is in poor to fair condition with frequent moderate alligatoring and extensive moderate cracking and channeling. Ridability is poor to fair and surface is moderately rough and uneven. |
| 40-50 | Pavement is in poor to fair condition with frequent moderate cracking and channeling, and intermittent moderate alligatoring. Ridability is poor to fair and surface is moderately rough and uneven. |
| 50-65 | Pavement is in fair condition with intermittent moderate and frequent slight cracking, and with intermittent slight or moderate alligatoring and channeling. Ridability is fair and surface is slightly rough and uneven. |
| 65-80 | Pavement is in fairly good condition with frequent slight cracking, slight or very slight channeling and a few areas of slight alligatoring. Ridability is fairly good with intermittent rough and uneven sections. |
| 80-100 | Pavement is in good condition with frequent very slight or slight cracking. Ridability is good with a few slightly rough and uneven sections. |
| 90-100 | Pavement is in excellent condition with few cracks. Ridability is excellent with few areas of slight distortion. |

*Adapted from Transportation Research Board Report 161, 1967.

CDS Associates Inc.
15 MINUTE, 2 CHANNEL VEHICLE COUNT
CORRECTION FACTOR: 1.68

REFERENCE: 68811-B4
LOCATION: CLARK RD. ARLINGTON HTS.
WEATHER: DRY
OPERATOR: MVB

FILENAME: 6811-B4B
THURSDAY 10 / 28 / 66

| HOUR BEGINS | 0 | EAST 15 | 30 | 45 | HOUR TOTAL | 0 | WEST 15 | 30 | 45 | HOUR TOTAL | COMBINED TOTAL |
|----------------|----|------------|----|----|---------------|----|------------|----|----|---------------|-------------------|
| AM | | | | | | | | | | | |
| 12 | 1 | 9 | 1 | 1 | 12 | 3 | 11 | 1 | 1 | 16 | 28 |
| 1 | 1 | 1 | 3 | 1 | 6 | 1 | 1 | 3 | 0 | 5 | 11 |
| 2 | 3 | 1 | 4 | 6 | 14 | 0 | 1 | 10 | 3 | 14 | 28 |
| 3 | 2 | 2 | 0 | 2 | 6 | 3 | 1 | 0 | 0 | 4 | 10 |
| 4 | 0 | 2 | 5 | 0 | 7 | 1 | 1 | 1 | 0 | 3 | 10 |
| 5 | 3 | 5 | 5 | 13 | 26 | 2 | 1 | 0 | 4 | 7 | 33 |
| 6 | 11 | 23 | 36 | 40 | 110 | 5 | 10 | 14 | 13 | 42 | 152 |
| 7 | 35 | 36 | 45 | 61 | 177 | 20 | 13 | 23 | 26 | 82 | 259 |
| 8 | 67 | 52 | 20 | 21 | 160 | 20 | 16 | 10 | 15 | 77 | 245 |
| 9 | 10 | 10 | 16 | 22 | 74 | 17 | 11 | 20 | 20 | 68 | 142 |
| 10 | 12 | 15 | 22 | 15 | 64 | 11 | 22 | 17 | 16 | 66 | 130 |
| 11 | 20 | 27 | 26 | 23 | 96 | 0 | 19 | 21 | 21 | 69 | 165 |
| PM | | | | | | | | | | | |
| 12 | 19 | 13 | 25 | 23 | 80 | 22 | 22 | 25 | 13 | 82 | 162 |
| 1 | 23 | 16 | 17 | 20 | 76 | 20 | 14 | 13 | 22 | 77 | 153 |
| 2 | 15 | 20 | 20 | 25 | 90 | 23 | 26 | 27 | 33 | 109 | 200 |
| 3 | 34 | 35 | 51 | 32 | 152 | 30 | 19 | 42 | 37 | 128 | 280 |
| 4 | 43 | 39 | 61 | 37 | 180 | 69 | 40 | 55 | 44 | 208 | 388 |
| 5 | 39 | 37 | 29 | 33 | 138 | 69 | 42 | 44 | 22 | 177 | 315 |
| 6 | 29 | 27 | 14 | 24 | 94 | 29 | 21 | 31 | 22 | 103 | 197 |
| 7 | 20 | 12 | 13 | 14 | 67 | 19 | 24 | 21 | 17 | 81 | 148 |
| 8 | 14 | 15 | 11 | 0 | 40 | 0 | 0 | 14 | 7 | 37 | 77 |
| 9 | 11 | 6 | 7 | 4 | 28 | 9 | 13 | 9 | 0 | 39 | 67 |
| 10 | 5 | 6 | 10 | 7 | 28 | 6 | 9 | 9 | 12 | 36 | 64 |
| 11 | 15 | 1 | 10 | 6 | 32 | 6 | 6 | 6 | 11 | 29 | 61 |
| TOTALS | | | | | 1779 | | | | | 1559 | 3338 |

AM PEAK HOUR IS 7:30 TO 8:30

| | | | | | | |
|-------------------|--------|------|--------|------|-----------|------|
| VOLUME | EAST : | 225 | WEST : | 93 | COMBINED: | 318 |
| DIRECTIONAL SPLIT | | 71% | | 29% | | |
| PEAK HOUR FACTOR | | 0.84 | | 0.83 | | 0.84 |

PM PEAK HOUR IS 4:00 TO 5:00

| | | | | | | |
|-------------------|--------|------|--------|------|-----------|------|
| VOLUME | EAST : | 180 | WEST : | 208 | COMBINED: | 388 |
| DIRECTIONAL SPLIT | | 46% | | 54% | | |
| PEAK HOUR FACTOR | | 0.74 | | 0.75 | | 0.64 |



Southwest Ohio Regional Transit Authority

SEP 16 1989

September 13, 1989

Don Shvegza
CDS Associates
11120 Kenwood Road
Cincinnati, Ohio 45242

Planning
and
Development
Department
513/632-7543

Dear Mr. Shvegza,

About two months ago, you asked that I investigate the number of daily riders to or from Arlington Heights. I apologize for the long delay before your answer. Consultants to The Metro are still in the process of completing the system analysis I told you of, though the ridership information is now available.

I've tallied the riders at each stop in Arlington Heights from the Route 43, both boarding and alighting, in the chart below.

| <u>Stop</u> | <u>Ons</u> | <u>Offs</u> |
|--------------------|------------|-------------|
| Dexter and John | 8 | 11 |
| Elliot and Clark | 12 | 5 |
| Clark and Blanche | 6 | 4 |
| Clark and Illinois | 2 | 5 |
| ----- | --- | --- |
| Totals | 28 | 25 |

I hope this information meets your needs. Please don't hesitate to call if you have any questions about the ridership information or if I can be of any further assistance.

Sincerely,


Nancy Core
Planner II

cc: Carl Palmer



SEP MAY 3 1989

May 2, 1989

Don Shvegza
CDS Associates
11120 Kenwood Road
Cincinnati, Ohio 45242


Dear Mr. Svegza,

As you requested, I have determined the number of bus trips that travel over Clark Street in Arlington Heights. The numbers below represent one-way bus trips, rather than round trips. While we don't usually collect ridership information on route segments, a complete ride check will be conducted on Route 43 beginning late this month. Once the ride check is compiled, I will have the ridership information you requested.

| <u>Day Type</u> | <u>Number of Trips</u> |
|--------------------|------------------------|
| Weekdays | 96 |
| Saturdays | 73 |
| Sundays & Holidays | 41 |

I trust this information meets your needs, but don't hesitate to call for any additional information.

Sincerely,


Nancy Core
Planner II

cc: Carl Palmer

\nc

Metro is a non profit
public service of
Southwest Ohio Regional
Transit Authority

Six East Fourth Street
Cincinnati, Ohio 45202-3789

LOCAL REPORT NO. 05188-2
REPORTING AGENCY ARLINGTON HTS. N.C.I.C. 03103
ODHS USE ONLY - DO NOT MARK ABOVE
REPORT TAKEN AT STATION ☐ AT SCENE ☒
NO. OF VEH. INVOLVED 2
ACCIDENT SEVERITY (CHECK MOST SEVERE) ☐ FATAL ☐ INJURY ☒ PROPERTY DAMAGE ONLY
COMBINED VEH. PROP. LOSS ☒ OVER \$150 ☐ UNDER \$150
HIT SKIP ☒ SOLVED ☐ UNSOLVED
DATE OF CRASH 05-01-88
TIME 0255
MILTON IN CITY ☒ VILLAGE ☐ TWP. OF ARLINGTON
CENT OCCURRED ON CLARK RD. WITHIN THE INTERSECTION OF
IF NOT IN INTERSECTION (LIST NEAREST INTERSECTING STREET, MILEPOST, HOUSE NO.)
MILES: FEET W E OF 310 CITY CODE

LOG-1 LOG-2 LOG JUR FHE FLT DESC
A UNIT NO. NO. OF OCCUPANTS OPERATING ☐ PARKED ☒ DRIVERLESS ☐ HIT & RUN ☐ NON-CONTACT ☐
INSURANCE CO. OR AGENT STATE FARM
DRIVER-PEDESTRIAN NAME (LAST, FIRST, MI) ADDRESS (NO., STREET, CITY, STATE, ZIP CODE)
PHONE NO. BIRTH DATE AGE SEX SOCIAL SECURITY NO. STATE DRIVER'S LICENSE NO. OCCUPATION
OWNER (IF SAME AS DRIVER, WRITE SAME) ADDRESS PHONE
VERNON BURTON 310 CLARK RD. CINTI: OH. 15 821-2455

VEH YR 81 MAKE CHEV MODEL DELUXE WH. P/U OH. N782QT TOWING SERVICE N/A VEH. PED DIR FROM S TO N
CIRCLE DAMAGE AREAS 1 2 3 4 5 6 7 8 9 10 11 12
DAMAGE SEVERITY ☐ NON-FUNCTIONAL ☒ FUNCTIONAL ☐ DISABLING
DAMAGE SCALE ☐ NONE ☒ LIGHT ☐ MODERATE ☐ HEAVY
VEHICLE DISPOSITION ☐ DRIVEN AWAY ☒ REMAINED AT SCENE ☐ TOWED
FIRE ☒ NO FIRE ☐ FIRE DUE TO CRASH ☐ OTHER FIRE

B UNIT NO. 1 NO. OF OCCUPANTS 1 OPERATING ☒ PARKED ☐ DRIVERLESS ☐ HIT & RUN ☐ NON-CONTACT ☐
INSURANCE CO. OR AGENT NONE
DRIVER-PEDESTRIAN NAME (LAST, FIRST, MI) ADDRESS (NO., STREET, CITY, STATE, ZIP CODE)
MESLEY, JOHN C. 412 PERSHING AVE. CINTI: OH. 45215
PHONE NO. BIRTH DATE AGE SEX SOCIAL SECURITY NO. STATE DRIVER'S LICENSE NO. OCCUPATION
733-4596 05-14-64 23 M 298-74-7418 OH. PJ324312 LABORER
OWNER (IF SAME AS DRIVER, WRITE SAME) ADDRESS PHONE
SAME SAME SAME

VEH YR 73 MAKE GMC MODEL BRO TK OH. NP5762 TOWING SERVICE EARL'S VEH. PED DIR FROM S TO N
CIRCLE DAMAGE AREAS 1 2 3 4 5 6 7 8 9 10 11 12
DAMAGE SEVERITY ☐ NON-FUNCTIONAL ☒ FUNCTIONAL ☐ DISABLING
DAMAGE SCALE ☐ NONE ☒ LIGHT ☐ MODERATE ☐ HEAVY
VEHICLE DISPOSITION ☐ DRIVEN AWAY ☐ REMAINED AT SCENE ☒ TOWED
FIRE ☒ NO FIRE ☐ FIRE DUE TO CRASH ☐ OTHER FIRE

C FROM UNIT NO. NAME (LAST, FIRST, MI) BIRTH DATE AGE POSITION INJURIES
ADDRESS PHONE SEX A B C D E F A B C D E F
D FROM UNIT NO. NAME (LAST, FIRST, MI) BIRTH DATE AGE
ADDRESS PHONE SEX
E FROM UNIT NO. NAME (LAST, FIRST, MI) BIRTH DATE AGE
ADDRESS PHONE SEX
F FROM UNIT NO. NAME (LAST, FIRST, MI) BIRTH DATE AGE
ADDRESS PHONE SEX
P-PEDESTRIAN
RESTRAINTS
ALCOHOL
EJECTION
DRUGS

A B C INJURED TAKEN TO BY
D E F INJURED TAKEN TO BY
OFFENSE CHARGED AND DESCRIPTION
D.R.C. CITY ORD: RECKLESS OPERATION 73.10
D.R.C. CITY ORD: LEAVING THE SCENE 73.40
RECEIVED CALL 0255 DISPATCHED 0255 ARRIVED 0257 CLEARED 0315 OTHER TIME 7:38 TOTAL NOTES
DATE REPORT FILED 05-01-88 PHOTOS YES NO OFFICER'S NAME J. HARPER BADGE NO. SGT. CHECKED BY CA
1 NOT EJECTED 2 PARTIAL 3 TOTAL 4 TRAPPED INSIDE VEHICLE
1 NO ALCOHOL DETECTED 2 HED ABILITY IMPAIRED 3 HED ABILITY NOT IMPAIRED 4 HED ABILITY UNKNOWN
1 NO DRUGS DETECTED 2 USING PRESCRIBED DRUG 3 USING ILLICIT DRUG

05188-2

DRIVER OF UNIT #1 WAS N.B. ON CLARK
RD WHEN HE FAILED TO CONTROL HIS VEHICLE AND
STRUCK THE PARKED VEHICLE AND LEFT THE SCENE.

| | | | | | | | | | | | | | | |
|---|--|---|---|--|--|--|--|--|--|--|--|--|--|--|
| WEATHER 1 NO ADVERSE WEATHER 2 FOG 3 HIGH WIND 4 RAIN 5 OTHER 6 SNOW | | 1 | FIRST HARMFUL EVENT 5 | | | | | | | | | | | |
| ROAD CONDITIONS 1 DRY 2 WET 3 SNOW 4 ICE 5 DIRT/SAND 6 OTHER | | 1 | TWO MV IN TRANSPORT 1 HEAD ON 2 REAR-END 3 BACKING 4 SIDESWIPE MEETING 5 SIDESWIPE PASSING 6 ANGLE | | | | | | | | | | | |
| LIGHT 1 DAYLIGHT 2 DAWN 3 DUSK 4 DARK NO LIGHTS 5 DARK-LIGHTED 6 OTHER | | 5 | ONE MV IN TRANSPORT (COLLISION) 7 PARKED MOTOR VEH 8 PEDESTRIAN 9 ANIMAL 10 TRAIN 11 PEDALCYCLE 12 OTHER NON-MV 13 FIXED OBJECT 14 OTHER OBJECT (NON-COLLISION) 15 FALL FROM OR IN VEH 16 OVERTURNING 17 OTHER NON-COLLISION | | | | | | | | | | | |
| ROAD CONTOUR 1 STRAIGHT LEVEL 2 STRAIGHT GRADE 3 CURVE LEVEL 4 CURVE GRADE | | 1 | LOCATION 7 | | 310 P.Y. P.Y. #1 <#1 <#1 <#1 CLARK RD. | | | | | | | | | |
| OCCURRENCE 1 ON ROADWAY 2 OFF LEFT SIDE 3 OFF RIGHT SIDE 4 ON OPPOSING LANE 5 OF A DIVIDED HIGHWAY | | 1 | 1 INTERSECTION 2 INTERSECTION-RELATED 3 DRIVEWAY ACCESS 4 RAILROAD CROSSING 5 BRIDGE-PASSING OVER 6 BRIDGE-PASSING UNDER 7 NON-INTERSECTION 8 PRIVATE PROPERTY | | | | | | | | | | | |
| SPECIAL AREA 1 ROAD CONSTRUCTION 2 MAINTENANCE AREA 3 SCHOOL ZONE | | - | RAMP LETTER CODE | | | | | | | | | | | |

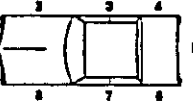
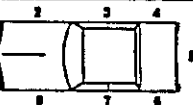
| | | | | | | | | |
|--------------|---|---|----------------------|---|---|---------------------|---|----|
| TYPE OF UNIT | A | B | PRE-ACCIDENT ACTIONS | A | B | CONTRIBUTING FACTOR | A | B |
| 5 | 1 | 5 | 9 | 1 | | | | 19 |

| | | | | | | | | | | | |
|---|--|---|--|---|--|--|--|---|--|--|--|
| CAR 1 SUB-COMPACT 2 COMPACT 3 MID SIZE 4 FULL SIZE | | BUS 16 SCHOOL 17 CHURCH 18 PUBLIC BUS | | DRIVER ACTIONS 1 GOING STRAIGHT 2 TURNING RIGHT 3 TURNING LEFT 4 TURNING ON RED LIGHT 5 U TURN 6 STOPPED TO TURN 7 STOPPED IN TRAFFIC 8 PARKING/UNPARKING 9 PARKED 10 BACKING 11 PASSING 12 CHANGING LANES 13 MERGING/EXITING 14 OUT OF CONTROL 15 SWERVING 16 DRIVERLESS VEH 17 OTHER DRV ACTIONS | | PEDESTRIAN ACTIONS 18 CROSSING IN X-WALK 19 CROSSING OTHER THAN X-WALK 20 WALKING IN ROAD (WITH TRAFFIC) 21 WALKING IN ROAD (AGAINST TRAFFIC) 22 PLAYING IN ROAD 23 WORKING ON ROAD 24 ENTERING OR LEAVING VEHICLE 25 PUSHING WORKING ON VEH IN ROAD 26 OTHER IN ROAD 27 ON SIDEWALK OR SHOULDER | | DRIVER ERROR 1 NONE 2 FAILURE TO YIELD 3 UNSAFE SPEED 4 FOLLOWING TOO CLOSELY OR ACDA 5 RAN RED LIGHT 6 RAN STOP OR YIELD SIGN 7 IMPROPER TURN 8 IMPROPER PASSING 9 IMPROPER LANE CHANGE 10 IMPROPER BACKING 11 IMPROPER START FROM PARKED POSITION 12 STOPPED OR PARKED ILLEGALLY 13 LEFT OF CENTER 14 FAILURE TO CONTROL 15 DRIVER INATTENTION 16 DROVE OFF ROAD 17 OTHER DRIVER ERROR | | NON-DRIVER FACTOR 18 VEHICLE DEFECTS 19 LOAD SHIFTING 20 FALLING, SPILLING 21 PAVEMENT DEFECT 22 SHOULDER DEFECT 23 DEBRIS ON ROAD 24 DOWNED TRAFFIC SIGN/DEVICE 25 VISION OBSTRUCTION 26 ANIMAL ACTIONS 27 PEDESTRIAN ACTIONS | |
| TRUCK 5 PICKUP 6 PANEL/VAN 7 STRAIGHT TRUCK 8 STRAIGHT TRUCK AND TRAILER 9 TRUCK TRACTOR 10 TRACTOR & SEMI-TRAILER 11 TRACTOR & DOUBLE TRAILER | | EMERGENCY 15 POLICE VEHICLE 20 FIRE TRUCK 21 AMBULANCE/RESCUE OTHER 22 TAXI 23 MOTOR HOME 24 TRAIN 25 FARM VEHICLE 26 FARM EQUIPMENT 27 SNOWMOBILE 28 CONSTRUCTION EQUIP 29 ANIMAL W/DRIVER 30 ANIMAL W/BUGGY 31 BICYCLE 32 ALL OTHERS | | TRAFFIC CONTROL A - B 1 | | FIXED OBJECT STRUCK A - B 1 | | | | | |

| | | | | | | | |
|--|--|--|-----------------------------------|--|--|--|--|
| SPEED UNIT EST. LEGAL | | | MC HELMET USE UNIT DRIVER PASS | | | VEHICLE DEFECTS CODE IF CONTRIBUTING FACTOR IS 18 | |
| A 35 25 | | | A | | | PRIMARY | |
| B | | | B | | | SECONDARY | |
| PLEASE CHECK TO SEE THAT ALL BOXES ARE CLEAR ENOUGH TO BE MICROFILMED. | | | | | | 1 TURN SIGNALS 2 HEAD LAMPS 3 TAIL LAMPS 4 BRAKES 5 STEERING 6 TIRE BLOWOUT 7 WORN OR SLICK TIRES 8 TRAILER EQUIPMENT DEFECTIVE 9 MOTOR TROUBLE 10 DISABLED FROM PRIOR ACCIDENT 11 OTHER DEFECTS | |

OHIO TRAFFIC ACCIDENT REPORT

OH-1 (Rev. 1-82)

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|---|--|--|-------------------------------------|--|--|--|--|--|--|--|--|---|--|--|--|--|--------------------------|--|--|--|--|----------------------------|--|--|--|--|
| LOCAL REPORT NO. 11587-2 | OH-2 <input type="checkbox"/> OH-3 <input type="checkbox"/> | REPORTING AGENCY ARLINGTON HTS. | N.C.I.C. 3103 | ODHS USE ONLY - DO NOT MARK ABOVE | | | | LOCAL FILE NO. 11587-2 | | | | | | | | | | | | | | | | | | | | | |
| REPORT <input type="checkbox"/> AT STATION <input checked="" type="checkbox"/> AT SCENE | NO. OF VEH PEDESTRIANS INVOLVED 1 | ACCIDENT SEVERITY (CHECK MOST SEVERE) <input type="checkbox"/> FATAL <input type="checkbox"/> INJURY <input checked="" type="checkbox"/> PROPERTY DAMAGE ONLY | | COMBINED VEH/PROP LOSS <input type="checkbox"/> OVER \$150 <input checked="" type="checkbox"/> UNDER \$150 | HIT SKIP <input type="checkbox"/> SOLVED <input type="checkbox"/> UNSOLVED | | | | | | | | | | | | | | | | | | | | | | | | |
| COUNTY OF Hamilton | IN <input type="checkbox"/> CITY <input checked="" type="checkbox"/> VILLAGE <input type="checkbox"/> TWP OF Arlington Hts. | | DATE OF CRASH: 11 5 87 | DAY Thur | TIME, MILITARY 2153 | | | | | | | | | | | | | | | | | | | | | | | | |
| ACCIDENT OCCURRED ON Mill St. | | WITHIN THE INTERSECTION OF Elliott Ave. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IF NOT IN INTERSECTION MILES: _____ FEET | | (LIST NEAREST INTERSECTING STREET, MILEPOST, HOUSE NO.) | | CITY CODE _____ | | | | | | | | | | | | | | | | | | | | | | | | | |
| LOG-1 | LOG-2 | LOG-3 | LOG-4 | LOG-5 | LOG-6 | LOG-7 | LOG-8 | LOG-9 | | | | | | | | | | | | | | | | | | | | | |
| A | UNIT NO. 1 | NO. OF OCCUPANTS 1 | OPERATING <input checked="" type="checkbox"/> PARKED <input type="checkbox"/> DRIVERLESS <input type="checkbox"/> HIT & RUN <input type="checkbox"/> NON-CONTACT <input type="checkbox"/> | INSURANCE CO. OR AGENT None | | | | | | | | | | | | | | | | | | | | | | | | | |
| DRIVER/PEDESTRIAN NAME (LAST, FIRST, MI) Barrett Jimmy L | | | ADDRESS (NO., STREET, CITY, STATE, ZIP CODE) 221 Williams St. Cincinnati, Ohio 45215 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PHONE NO. 821-5014 | BIRTH DATE 4 12 54 | AGE 33 | SEX M | SOCIAL SECURITY NO. 295-52-1408 | | STATE OH | DRIVER'S LICENSE NO. PM 516554 | OCCUPATION None | | | | | | | | | | | | | | | | | | | | | |
| OWNER (IF SAME AS DRIVER, WRITE SAME) Same | | | ADDRESS | | | | PHONE | | | | | | | | | | | | | | | | | | | | | | |
| VEH YR 77 | MAKE Ford | MODEL T-Bird | COLOR Blk | STYLE 2D | STATE Oh | LICENSE PLATE NO. 573 QSK | TOWING SERVICE N/A | VEH/PED DIR FROM N TO S | | | | | | | | | | | | | | | | | | | | | |
| CIRCLE DAMAGE AREAS |  | | DAMAGE SEVERITY <input checked="" type="checkbox"/> NON-FUNCTIONAL <input type="checkbox"/> FUNCTIONAL <input type="checkbox"/> DISABLING | | DAMAGE SCALE <input type="checkbox"/> NONE <input type="checkbox"/> MODERATE <input checked="" type="checkbox"/> LIGHT <input type="checkbox"/> HEAVY | | VEHICLE DISPOSITION <input checked="" type="checkbox"/> DRIVEN AWAY <input type="checkbox"/> REMAINED AT SCENE <input type="checkbox"/> TOWED | | | | | | | | | | | | | | | | | | | | | | |
| FIRE <input checked="" type="checkbox"/> NO FIRE <input type="checkbox"/> FIRE DUE TO CRASH <input type="checkbox"/> OTHER FIRE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | UNIT NO. | NO. OF OCCUPANTS | OPERATING <input type="checkbox"/> PARKED <input type="checkbox"/> DRIVERLESS <input type="checkbox"/> HIT & RUN <input type="checkbox"/> NON-CONTACT <input type="checkbox"/> | INSURANCE CO. OR AGENT | | | | | | | | | | | | | | | | | | | | | | | | | |
| DRIVER/PEDESTRIAN NAME (LAST, FIRST, MI) N/A | | | ADDRESS (NO., STREET, CITY, STATE, ZIP CODE) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PHONE NO. | BIRTH DATE | AGE | SEX | SOCIAL SECURITY NO. | | STATE | DRIVER'S LICENSE NO. | OCCUPATION | | | | | | | | | | | | | | | | | | | | | |
| OWNER (IF SAME AS DRIVER, WRITE SAME) N/A | | | ADDRESS | | | | PHONE | | | | | | | | | | | | | | | | | | | | | | |
| VEH YR | MAKE | MODEL | COLOR | STYLE | STATE | LICENSE PLATE NO. | TOWING SERVICE | VEH/PED DIR FROM TO | | | | | | | | | | | | | | | | | | | | | |
| CIRCLE DAMAGE AREAS |  | | DAMAGE SEVERITY <input type="checkbox"/> NON-FUNCTIONAL <input type="checkbox"/> FUNCTIONAL <input type="checkbox"/> DISABLING | | DAMAGE SCALE <input type="checkbox"/> NONE <input type="checkbox"/> MODERATE <input type="checkbox"/> LIGHT <input type="checkbox"/> HEAVY | | VEHICLE DISPOSITION <input type="checkbox"/> DRIVEN AWAY <input type="checkbox"/> REMAINED AT SCENE <input type="checkbox"/> TOWED | | | | | | | | | | | | | | | | | | | | | | |
| FIRE <input type="checkbox"/> NO FIRE <input type="checkbox"/> FIRE DUE TO CRASH <input type="checkbox"/> OTHER FIRE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | FROM UNIT NO. | NAME (LAST, FIRST, MI) | BIRTH DATE | AGE | POSITION | | | INJURIES | | | | | | | | | | | | | | | | | | | | | |
| D | FROM UNIT NO. | NAME (LAST, FIRST, MI) | BIRTH DATE | AGE | POSITION | | | INJURIES | | | | | | | | | | | | | | | | | | | | | |
| E | FROM UNIT NO. | NAME (LAST, FIRST, MI) | BIRTH DATE | AGE | POSITION | | | INJURIES | | | | | | | | | | | | | | | | | | | | | |
| F | FROM UNIT NO. | NAME (LAST, FIRST, MI) | BIRTH DATE | AGE | POSITION | | | INJURIES | | | | | | | | | | | | | | | | | | | | | |
| INJURED TAKEN TO BY | | | | | INJURED TAKEN TO BY | | | | | | | | | | | | | | | | | | | | | | | | |
| OFFENSE CHARGED AND DESCRIPTION <input type="checkbox"/> D.R.C. <input type="checkbox"/> CITY ORD: | | | | | OFFENSE CHARGED AND DESCRIPTION <input type="checkbox"/> D.R.C. <input type="checkbox"/> CITY ORD: | | | | | | | | | | | | | | | | | | | | | | | | |
| RECEIVED CALL 2051 | | | | | DISPATCHED 2053 | | | | | ARRIVED 2057 | | | | | CLEARED 2131 | | | | | OTHER TIME 30 | | | | | TOTAL MINUTES 71 | | | | |
| DATE REPORT FILED 11 5 87 | | | | | PHOTOS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | | | | | OFFICER'S NAME HUFF | | | | | BADGE NO. CHIEF | | | | | CHECKED BY Tm. | | | | | | | | | |
| 1 NOT EJECTED 2 PARTIAL 3 TOTAL 4 TRAPPED INSIDE VEHICLE | | | | | 1 NOT USED 2 NONE AVAILABLE 3 LAF BELT USED 4 LAF SHOULDER BELT USED 5 SHOULDER BELT USED 6 CHILD SAFETY SEAT 7 AIR BAG USED 8 USE NOT REPORTED | | | | | 1 NO ALCOHOL DETECTED 2 MED ABILITY IMPAIRED 3 MED ABILITY NOT IMPAIRED 4 MED ABILITY UNKNOWN | | | | | 1 NO DRUGS DETECTED 2 USING PRESCRIBED DRUG 3 USING ILICIT DRUG | | | | | | | | | | | | | | |

Unit #1 unable to negotiate the curve in the road, struck the stop sign, and a trash container

| WEATHER | | FIRST HARMFUL EVENT | | ROAD CONDITIONS | | LIGHT | | ROAD CONTOUR | | OCCURRENCE | | SPECIAL AREA | | TYPE OF UNIT | | PRE-ACCIDENT ACTIONS | | CONTRIBUTING FACTOR | | VEHICLE DEFECTS | |
|---|--|--|--|--|--|--|--|--|--|--|--|--|--|---------------------|--|-----------------------------|--|----------------------------|--|--|--|
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| NO ADVERSE WEATHER 4 FOG 5 HIGH WIND 6 OTHER | | TWO MV IN TRANSPORT 1 HEAD ON 2 REAR-END 3 BACKING 4 SIDESWIDE MEETING 5 SIDESWIDE PASSING 6 ANGLE | | ROAD CONDITIONS 4 ICE 5 DIRT/SAND 6 OTHER | | LIGHT 4 DARK NO LIGHTS 5 DARK-LIGHTED 6 OTHER | | ROAD CONTOUR STRAIGHT LEVEL 3 CURVE LEVEL STRAIGHT GRADE 4 CURVE GRADE | | OCCURRENCE 1 RAMPWAY 3 OFF RIGHT SIDE 2 LEFT SIDE 4 ON OPPOSING LANE OF A DIVIDED HIGHWAY | | SPECIAL AREA ROAD CONSTRUCTION MAINTENANCE AREA SCHOOL ZONE | | TYPE OF UNIT A B | | PRE-ACCIDENT ACTIONS A B | | CONTRIBUTING FACTOR A B | | VEHICLE DEFECTS CODE IF CONTRIBUTING FACTOR IS 18 | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
| 1 | | 13 | | 1 | | 5 | | 4 | | 1 | | -- | | A B | | A B | | A B | | A B | |
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OHIO TRAFFIC ACCIDENT REPORT

OH-1 (Rev. 1-82)

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| LOCAL REPORT NO. 7687-1 | | OH-1 OH-2 OH-3 | | REPORTING AGENCY Arlington Heights | | N.C.I.C. 3103 | | ODHS USE ONLY - DO NOT MARK ABOVE | | | | | | | | | | LOCAL FILE NO. 7687-1 | | | | | |
| REPORT TAKEN | | AT STATION | | NO. OF VEH PEDESTRIANS INVOLVED 2 | | ACCIDENT SEVERITY (CHECK MOST SEVERE) | | COMBINED VEH PROP LOSS | | OVER \$150 | | UNDER \$150 | | HIT SKIP | | SOLVED | | UNRESOLVED | | | | | |
| COUNTY OF Hamilton | | IN CITY | | VILLAGE | | TWP OF Arlington Hts | | DATE OF CRASH 7/6/87 | | DAY MON | | TIME: MILITARY 0706 | | | | | | | | | | | |
| ACCIDENT OCCURRED ON Mill street | | | | | | | | | | WITHIN THE INTERSECTION OF | | | | | | | | | | | | | |
| IF NOT IN INTERSECTION | | | | | | | | | | (LIST NEAREST INTERSECTING STREET, MILEPOST, HOUSE NO.) | | | | | | | | | | CITY CODE | | | |
| MILES: FEET | | | | | | | | | | W E OF 616 Mill St. | | | | | | | | | | | | | |
| LOG-1 | | LOG-2 | | LOC | | JUR | | FHE | | FLT | | DESC | | | | | | | | | | | |
| A | | UNIT NO. 1 | | NO. OF OCCUPANTS 1 | | OPERATING | | PARKED | | DRIVERLESS | | HIT & RUN | | NON-CONTACT | | INSURANCE CO. OR AGENT Nationwide | | | | | | | |
| DRIVER-PEDESTRIAN NAME (LAST, FIRST, MI) Ellison Nellie M. | | | | | | | | | | ADDRESS (NO., STREET, CITY, STATE, ZIP CODE) 213 Brookhaven Cincinnati OH 45215 | | | | | | | | | | | | | |
| PHONE NO. 771-6764 | | BIRTH DATE 3/26/40 | | AGE 47 | | SEX F | | SOCIAL SECURITY NO. 284-36-4693 | | STATE OH | | DRIVER'S LICENSE NO. PL 583139 | | OCCUPATION Packaging | | | | | | | | | |
| OWNER (IF SAME AS DRIVER, WRITE SAME) SAME AS DRIVER | | | | | | | | | | ADDRESS SAME AS DRIVER | | | | | | | | | | PHONE 771-6764 | | | |
| VEH YR 86 | | MAKE MERC. | | MODEL Cougar | | COLOR BIK | | STYLE 2dr | | STATE OH | | LICENSE PLATE NO. 853 QFM | | TOWING SERVICE EARLS | | VEH PED DIR FROM N to S | | | | | | | |
| CIRCLE DAMAGE AREAS | | | | 8 TOP | | 10 UNDERCAR | | 11 LOAD | | 12 TRAILER | | DAMAGE SEVERITY | | DAMAGE SCALE | | VEHICLE DISPOSITION | | FIRE | | | | | |
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| B | | UNIT NO. 2 | | NO. OF OCCUPANTS 3 | | OPERATING | | PARKED | | DRIVERLESS | | HIT & RUN | | NON-CONTACT | | INSURANCE CO. OR AGENT Globe American | | | | | | | |
| DRIVER-PEDESTRIAN NAME (LAST, FIRST, MI) GETNER Michael A. | | | | | | | | | | ADDRESS (NO., STREET, CITY, STATE, ZIP CODE) 961 TARRAGON Ln Milford OH 45110 | | | | | | | | | | | | | |
| PHONE NO. 31-6637 | | BIRTH DATE 8/8/65 | | AGE 21 | | SEX M | | SOCIAL SECURITY NO. 300-66-0637 | | STATE OH | | DRIVER'S LICENSE NO. PG 808736 | | OCCUPATION Labor | | | | | | | | | |
| OWNER (IF SAME AS DRIVER, WRITE SAME) Libby A. Gunning | | | | | | | | | | ADDRESS 961 TARRAGON Milford OH. | | | | | | | | | | PHONE 831-6637 | | | |
| VEH YR 82 | | MAKE CHEV | | MODEL Citation | | COLOR Blu | | STYLE 4dr | | STATE OH | | LICENSE PLATE NO. 109 QDY | | TOWING SERVICE | | VEH PED DIR FROM S to N | | | | | | | |
| CIRCLE DAMAGE AREAS | | | | 8 TOP | | 10 UNDERCAR | | 11 LOAD | | 12 TRAILER | | DAMAGE SEVERITY | | DAMAGE SCALE | | VEHICLE DISPOSITION | | FIRE | | | | | |
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Unit 1 TRAVELING SOUTH ON MILL STREET
Unit 2 TRAVELING NORTH ON MILL STREET
CROSSED THE DOUBLE YELLOW LINE.

2091 235

OHIO TRAFFIC ACCIDENT REPORT

OH-1 (Rev. 1-82)

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| LOCAL REPORT NO. 72886-4 | | REPORTING AGENCY ARLINGTON HEIGHTS | | N.C.I.G. 3103 | | ODHS USE ONLY - DO NOT MARK ABOVE | | LOCAL FILE NO. 72886-4 | |
| REPORT <input type="checkbox"/> AT STATION <input checked="" type="checkbox"/> AT SCENE | | NO. OF VEH. INVOLVED | | ACCIDENT SEVERITY (CHECK MOST SEVERE) <input type="checkbox"/> FATAL <input type="checkbox"/> INJURY <input checked="" type="checkbox"/> PROPERTY DAMAGE ONLY | | COMBINED VEH/PROP LOSS <input type="checkbox"/> OVER \$150 <input checked="" type="checkbox"/> UNDER \$150 | | HIT SKIP <input type="checkbox"/> SOLVED <input type="checkbox"/> UNSOLVED | |
| COUNTY OF HAMILTON | | IN <input type="checkbox"/> CITY <input checked="" type="checkbox"/> VILLAGE <input type="checkbox"/> TWP OF ARLINGTON HTS | | DATE OF CRASH: 7 28 86 | | DAY MON | | TIME MILITARY | |
| ACCIDENT OCCURRED ON MILL STREET | | WITHIN THE INTERSECTION OF ELLIOTT AVE. | | | | | | | |
| IF NOT IN INTERSECTION | | (LIST NEAREST INTERSECTING STREET, MILEPOST, HOUSE NO.) | | | | | | CITY CODE | |
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THE ROAD AND LAID THE BIKE DOWN INTO THE GRASS.

| WEATHER | | FIRST HARMFUL EVENT | | SHOW NORTH WITH ARROW | |
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| NO ADVERSE WEATHER RAIN SNOW | | 1 FOG 2 HIGH WIND 3 OTHER | | | |
| ROAD CONDITIONS DRY WET SNOW | | 1 4 ICE 5 DIRT/SAND 6 OTHER | | | |
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| | | RAMP LETTER CODE | | | |
| TYPE OF UNIT 1 13 | | PRE-ACCIDENT ACTIONS 14 | | CONTRIBUTING FACTOR 14 | |
| CAR SUB-COMPACT COMPACT 2 SIZE FULL SIZE | | BUS 16 SCHOOL 17 CHURCH 18 PUBLIC BUS | | DRIVER ERROR 1 NONE 2 FAILURE TO YIELD 3 UNSAFE SPEED 4 FOLLOWING TOO CLOSELY OR ACDA 5 RAN RED LIGHT 6 RAN STOP OR YIELD SIGN 7 IMPROPER TURN 8 IMPROPER PASSING 9 IMPROPER LANE CHANGE 10 IMPROPER BACKING 11 IMPROPER START FROM PARKED POSITION 12 STOPPED OR PARKED ILLEGALLY 13 LEFT OF CENTER 14 FAILURE TO CONTROL 15 DRIVER INATTENTION 16 DROVE OFF ROAD 17 REASON UNKNOWN 18 OTHER DRIVER ERROR | |
| TRUCK PICKUP PANEL VAN STRAIGHT TRUCK STRAIGHT TRUCK AND TRAILER TRUCK TRACTOR TRACTOR & SEMI-TRAILER TRACTOR & DOUBLE TRAILER | | EMERGENCY 19 POLICE VEHICLE 20 FIRE TRUCK 21 AMBULANCE/RESCUE | | PEDESTRIAN ACTIONS 18 CROSSING IN X-WALK 19 CROSSING OTHER THAN X-WALK 20 WALKING IN ROAD (WITH TRAFFIC) 21 WALKING IN ROAD (AGAINST TRAFFIC) 22 PLAYING IN ROAD 23 WORKING ON ROAD 24 ENTERING OR LEAVING VEHICLE 25 PUSHING WORKING ON VEH IN ROAD 26 OTHER IN ROAD 27 ON SIDEWALK OR SHOULDER | |
| MOTORCYCLE MC UP TO 350CC MC 351CC TO 750CC MC OVER 751CC MOTORIZED BICYCLE | | OTHER 22 TAXI 23 MOTOR HOME 24 TRAIN 25 FARM VEHICLE 26 FARM EQUIPMENT 27 SNOWMOBILE 28 CONSTRUCTION EQUIP 29 ANIMAL W. RIDER 30 ANIMAL W. BUGGY 31 BICYCLE 32 ALL OTHERS | | NON-DRIVER FACTOR 18 VEHICLE DEFECTS 19 LOAD SHIFTING 20 FALLING, SPILLING 21 PAVEMENT DEFECT 22 SHOULDER DEFECT 23 DEBRIS ON ROAD 24 DOWNED TRAFFIC SIGN/DEVICE 25 VISION OBSTRUCTION 26 ANIMAL ACTIONS 27 PEDESTRIAN ACTIONS | |
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| CASE CHECK TO SEE AT ALL BOXES ARE ENOUGH TO BE RECORDED. | | DRIVER 1 NO CONTROLS 2 STOP SIGN 3 YIELD SIGN 4 TRAFFIC SIGNAL 5 TRAFFIC FLASHERS 6 SCHOOL ZONE 7 RAILROAD CROSSBUCKS 8 RAILROAD FLASHERS 9 RAILROAD GATES 10 CONSTR BARRICADES 11 POLICE OFFICER 12 PAVEMENT MARKINGS 13 OTHER | | FIXED OBJECT STRUCK 1 NONE 2 UTILITY POLE 3 TRAFFIC SIGN 4 BRIDGE/CULVERT 5 GUARD RAIL 6 FENCE 7 TREE 8 SHRUBBERY 9 CURB 10 DITCH 11 EMBANKMENT 12 BUILDING 13 MAIL BOX 14 CONSTRUCTION BARRICADE 15 FIRE HYDRANT 16 OTHER OBJECT | |
| PEDESTRIAN 14 NO CONTROLS 15 CROSSWALK LINES 16 WALK DON'T WALK DEVICE | | TRUCK LOAD 1 EMPTY 2 PERISHABLE GOODS 3 GENERAL FREIGHT 4 METAL/HEAVY MACHINERY 5 HAZARDOUS GAS 6 HAZARDOUS LIQUID 7 HAZARDOUS SOLID 8 RADIOACTIVE MATERIAL | | TURN SIGNALS HEAD LAMPS TAIL LAMPS BRAKES STEERING TIRE BLOWOUT WORN OR SLICK TIRES TRAILER EQUIPMENT DEFECTIVE MOTOR TROUBLE DISABLED FROM PRIOR ACCIDENT OTHER DEFECTS | |



VILLAGE OF ARLINGTON HEIGHTS

MAILING ADDRESS

P. O. BOX 15116, CINTL, O. 45215

TOWN HALL

601 ELLIOTT AVE ARL HTS., O.

August 27, 1990

Don Shvegza, Village Engineer
C.D.S. Associates
11120 Kenwood Rd.
Blue Ash, OH 45242

RE: Issue - 2 Application
Clark and Mill St. Improvements

Dear Don:

The following is a resume of storm water drainage problems that effect Clark Road, Mill Street, Elliott and Arlington Avenues. Per our discussion, plans for Issue - 2 application have been designed to include storm water drainage changes.

During normal rains and on August 21, 1990, storm water on the above streets damaged residential property and Mill street. An urgent need for storm water improvements are necessary to minimize the impact.

If there were new curbs on Mill and Clark, the water would have been partially diverted to the old storm drains. As you are aware of, most of our mains are 8".

A list of properties damaged on 8-21-90 are as follows:

| | | |
|----|-----------------------------------|----------|
| A. | 645 Arlington Av. | \$100.00 |
| B. | 614 " " | unknown |
| C. | 625 " " | unknown |
| D. | 677, 681, 683 and 685 Elliott Av. | |
| E. | 683 Elliott Av. | \$700.00 |
| F. | 677 Elliott Av. | \$400.00 |

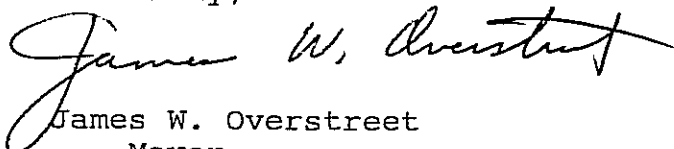
These are the ones that were reported and the Fire Department was dispatched on. (See enclosed pictures and map) The black top surface on south bound lane of Mill street approaching Elliott sustained further damage.

For the record, other areas damaged by the storm water were:

- A. On Elliott at Orchard
20' top layer of black top on Orchard separated.
Approx. repair cost \$1,200.00
Storm sewer drain replacement = \$650.00 at Elliott
and Orchard. (See map)
- B. 27 Orchard Av. - water damage = \$800.00
- C. Cindus Corp. - paper products damaged by storm water
cost = \$9,553.91

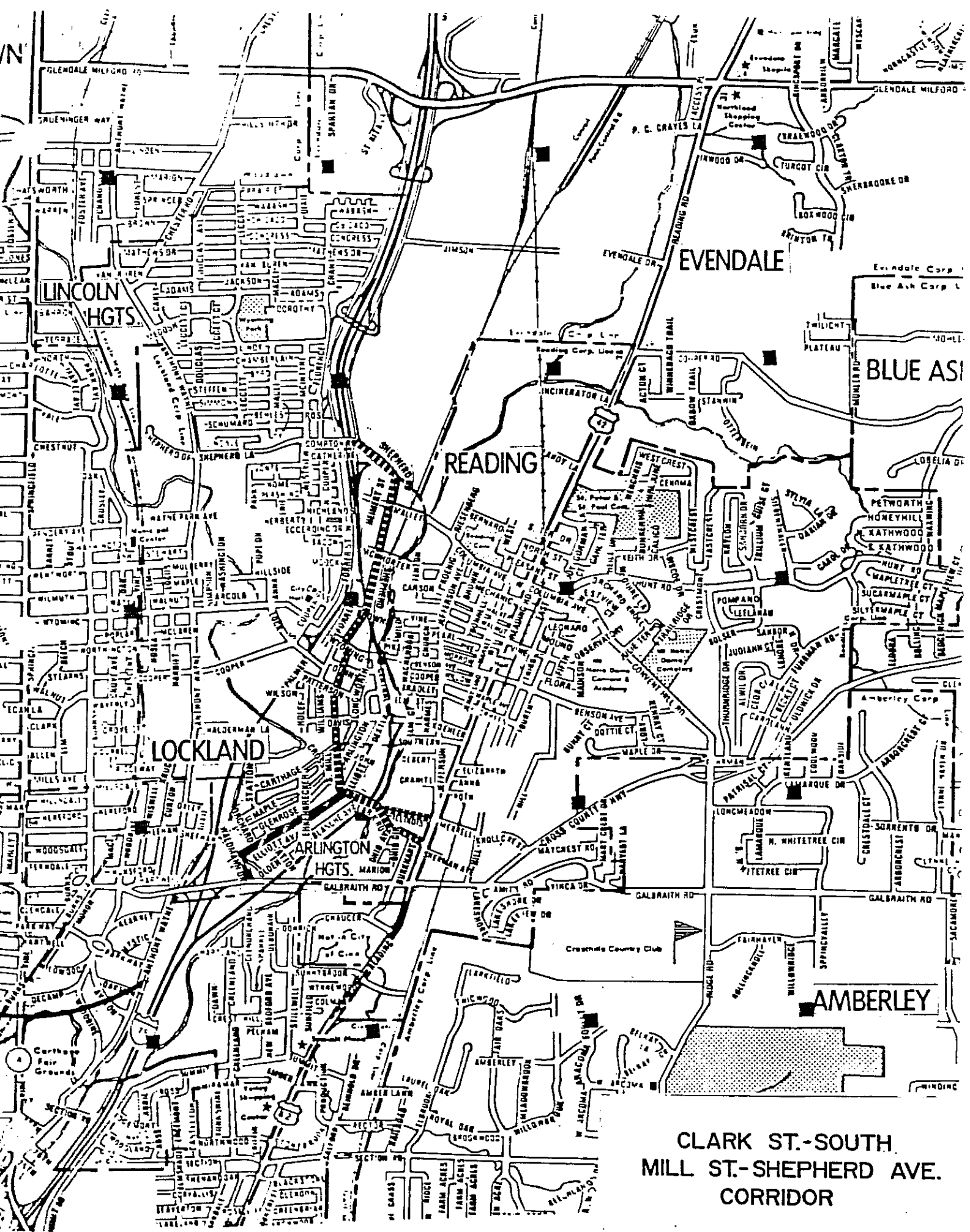
I hope that this information will assist us in the 1991 application.

Sincerely,


James W. Overstreet
Mayor

JWO/jo

cc: Ohio Department of Public Works
Phil Hogan, Service Director
Council
Clerk/Treasurer



CLARK ST.-SOUTH
MILL ST.-SHEPHERD AVE.
CORRIDOR

EXHIBIT 'A'



Photo A: Looking from east Corp. line (Millcreek Bridge) Westward, (I-75 Northbound Overpass).

Note significant alligator cracking towards center of the photo. This most probably indicates full depth replacement in this area.



Photo B: Looking from just east of Elliot Avenue, Westward.

Note significant cracking of the pavement at center of photo.
Also note curve in background of photo where rough pavement has
caused several accidents.



Photo C: Looking at Southwest corner of Elliot Avenue-
Clark Street intersection.

Old type county standard curb opening inlet has only approx.
2" high opening remaining due to repeated asphalt overlays.
this is a low point for his intersection. Also note only
2" + curb height still exposed in vicinity of the inlet.



Photo D: Looking at southwest corner of South Mill Street - Elliot Avenue intersection at south curbline of South Mill.

Note extensive deterioration of gutter plate portion of the concrete curb and gutter section.



Photo E: Looking from vicinity of railroad crossing, eastward along South Mill Street.

Note that curbing has deteriorated to such an extent on the right of photo that this area has been paved over with the 4" sidewalk now acting as a curb. Also note at center left of photo extensive cracking in pavement which probably indicates full depth replacement.



Photo F: Looking eastward along Clark Street, from a point just east of Elliot Avenue.

Note extensive cracking of pavement and ravelling of existing surface course. This area has very little longitudinal slope and very little cross-slope, which creates a tendency for water to pond in the center of the road, thus creating a safety hazard and accelerating the pavement failure.

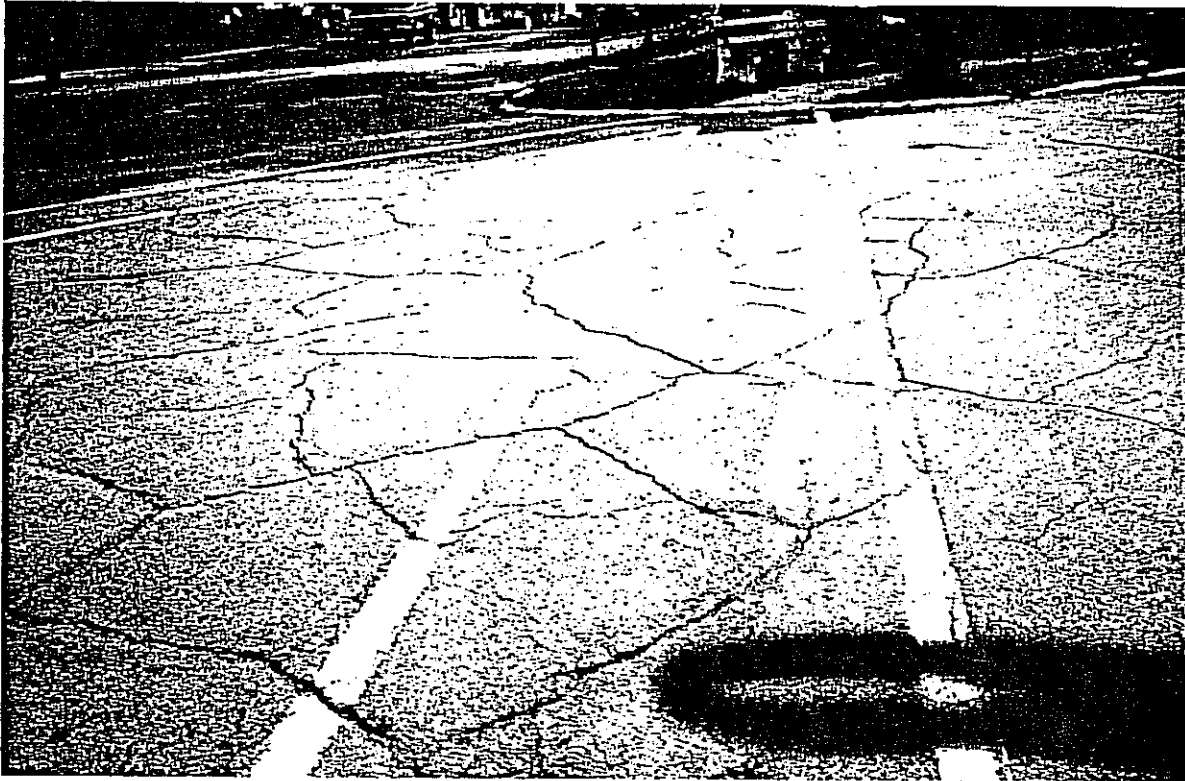


Photo G: Looking eastward along South Mill Street from intersection of South Mill Street and Arlington Avenue.

Note size and extent of pavement cracking in this area (crosswalk striping is 4" in width).

ADDITIONAL SUPPORT INFORMATION

For 1991, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability?

Typical examples are:

$$\text{Road percentage} = \frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$$

$$\text{Storm percentage} = \frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$$

$$\text{Bridge percentage} = \frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$$

$$\text{Roadway} = 3,320 \text{ L.F.} / 18,920 \text{ L.F.} = 17.5\% \text{ Poor Condition}$$

$$\text{Stormsewer} = 1,870 \text{ L.F.} / 6,179 \text{ L.F.} = 30.2\% \text{ Poor Condition}$$

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, base condition on latest general appraisal and condition rating.

| | | | |
|--------|-------|------|---------------|
| Closed | _____ | Poor | _____ X _____ |
| Fair | _____ | Good | _____ |

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Age of asphalt wearing surface pavement is approximately 20 years. It is experiencing significant cracking. Base pavement, curbing, etc., is over 50 years old. Concrete curbs are cracked and spalled with approximately 2 inches of curb height exposed due to previous asphalt overlays. Drainage is poor due to insufficient curb height, lack of catch basins, and insufficient storm sewer size.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur?

4 Months

Please indicate the current status of the project development by circling the appropriate answers below.

- a) Has the Consultant been selected? ☒ Yes No N/A
b) Preliminary development or engineering completed? ☒ Yes No N/A
c) Detailed construction plans completed? Yes ☒ No N/A
d) All right-of-way acquired? ☒ Yes No N/A
e) Utility coordination completed? Yes ☒ No N/A

Give estimate of time, in weeks or months, to complete any item above not yet completed.

Item E. Utility Coordination, to take place during detailed construction plan preparation, approximately two months, with any utility relocation to take place during construction.

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

Rough surface course combined with the curve in South Mill Street and ponding surface water have been contributors to several accidents (see attached accident report). Bypass from deteriorated and/or undersized storm sewers/catch basins flows to Elliot Avenue/Clark Street Intersection and causes intersection to flood. This is an important intersection on the route of the Meyer Dairy Plant (the major Village employer) trucks. This project would eliminate the rough pavement, thus reducing accidents, and would provide proper drainage system in the area, which would reduce the frequency of flooding of the Elliot Avenue/Clark Street Intersection.

5. For any project involving GRANTS, the local jurisdiction must provide a MINIMUM OF 10% of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection of construction, and right-of-way acquisition. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". For example a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

Municipal Road Funds

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

10 percent

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or a partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits). THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID.

COMPLETE BAN _____ PARTIAL BAN _____ NO BAN X

Will the ban be removed after the project is completed? Yes _____ No _____

Document with specific information explaining what type of ban currently exists and the agency that imposed the ban.

7. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

1990 ADT: 3,680 VPD (20 buses/day, Metro 5/2/89 correspondence).

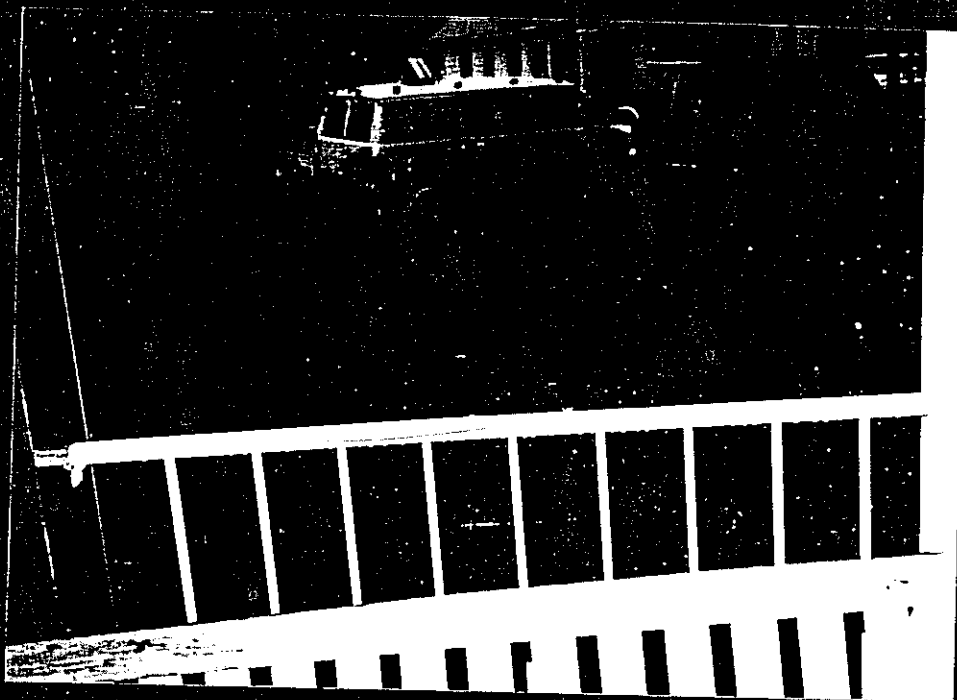
$3,680 - 20 = 3,660$ VPD (exclusive of buses), $3,660 \times 1.2 = 4,392$

20 buses/day with average 17 passengers = 340, $4,392 + 340 = 4,732$ daily users.

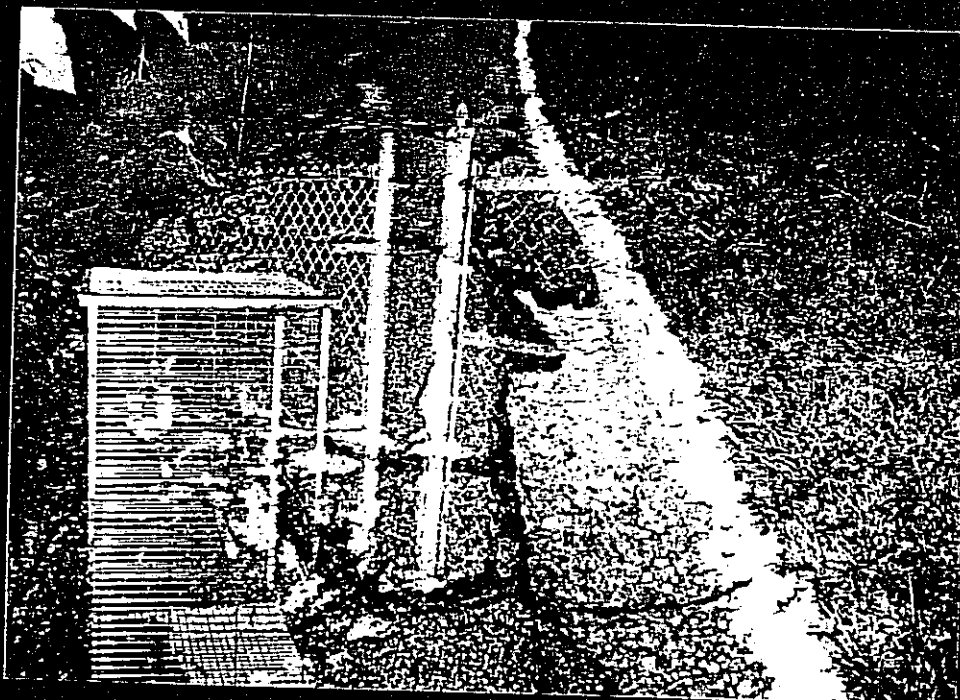
For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversation factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.
9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) Provide supporting information.

The Clark Street/South Mill Street/Shepherd Avenue corridor operates as a collector for the communities of Lincoln Heights, Lockland, Arlington Heights, and Reading. (See attached exhibit) Total combined population of these jurisdictions is approximately 24,000 (as per 1980 census figures). Particularly heavy traffic utilizes this corridor as a secondary arterial during periods of heavy traffic due to peak-hour traffic or accidents on either I-75 (between Galbraith Road and the Lockland Exit), Galbraith Road, or Reading Road. I-75 can be accessed via Shepherd Avenue at the north end of the corridor, or via Elliot Avenue to Waldmann Drive to Galbraith Road at the south end of the corridor. In addition, Clark Street intersects Reading Road (U.S.42) just north of Galbraith Road.



SIDE YARD ALONG SOUTH OF CLARK STREET,
JUST SW OF ELLIOT. YARD HAS 5"± OF
WATER PONDED DUE TO 2" MAX CURB HEIGHT
ON CLARK STREET.



ADDITIONAL DAMAGE TO S. MILL ST.
PAVEMENT, SUBSEQUENT ON 8/21/90 STORM.



LOOKING TO NORTH FROM SW CORNER OF
CLARK & ELLIOT. STORM WATER BYPASSES
INLET ON ELLIOT & S. MILL ST. & FLOODS
SW CORNER.



LOOKING TO NE FROM SW CORNER OF CLARK
& ELLIOT. BYPASSED STORM WATER PONDS
THRU AND JUST SE OF INTERSECTION.

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2)
LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP)

DISTRICT 2 - HAMILTON COUNTY

1991 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: Village of Arlington Heights

PROJECT IDENTIFICATION:

Clark St. / South Mill St. Rehabilitation

PROPOSED FUNDING:

ELIGIBLE CATEGORY:

POINTS

10

- 1) Type of project

10 Points - Bridge, road, stormwater
5 Points - All other projects

10

- 2) If Issue 2/LTIP funds are granted, how soon after the Project Agreement is completed would a construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)

10 Points - Will definitely be awarded in 1991
5 Points - Some doubt whether it can be awarded in 1991
0 Points - No way it can be awarded in 1991

15

- 3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

15 Points - Poor condition
10 Points - Fair to Poor condition
5 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

2

- 4) If the project is built, what will be its effect on the facility's serviceability?
- 5 Points - Will significantly effect serviceability
 - 4 Points -
 - 3 Points - Will moderately effect serviceability
 - 2 Points -
 - 1 Point - Will have little or no effect on serviceability

2

- 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?

- 10 Points - 50% and over
- 8 Points - 40% to 49%
- 6 Points - 30% to 39%
- 4 Points - 20% to 29%
- 2 Points - 10% to 19%
- 0 Points - Less than 10%

6

- 6) How important is the project to the health, welfare, and safety of the public and the citizens of the District and/or the service area?

- 10 Points - Significant importance
- 8 Points -
- 6 Points - Moderate importance
- 4 Points -
- 2 Points - Minimal importance

8

- 7) What is the overall economic health of the jurisdiction?

- 10 Points - Poor
- 8 Points -
- 6 Points - Fair
- 4 Points -
- 2 Points - Excellent

1

- 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, Federal, ODOT, MRF, etc. or a combination of funds.

- 5 Points - More than 50%
- 4 Points - 40% to 49.9%
- 3 Points - 30% to 39.9%
- 2 Points - 20% to 29.9%
- 1 Point - 10% to 19.9%

MINIMUM 10% MATCHING FUNDS REQUIRED

0

- 9) Has any formal action by a Federal, State, or local governmental agency resulted in a partial or complete ban on the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures and moratoriums on building permits in a particular area due to local flooding downstream. Points can be awarded ONLY if construction of the project being rated will cause the ban to be removed.

10 Points - Complete ban
5 Points - Partial ban
0 Points - No ban

4

- 10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria includes traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

10 Points - 10,000 and Over
8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499
4 Points - 2,500 to 4,999
2 Points - 2,499 and Under

2

- 11) Does the infrastructure have regional impact? Consider originations & destinations of traffic, size of service area, number of jurisdictions served, functional classification, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

TOTAL AVAILABLE = 100 POINTS